

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

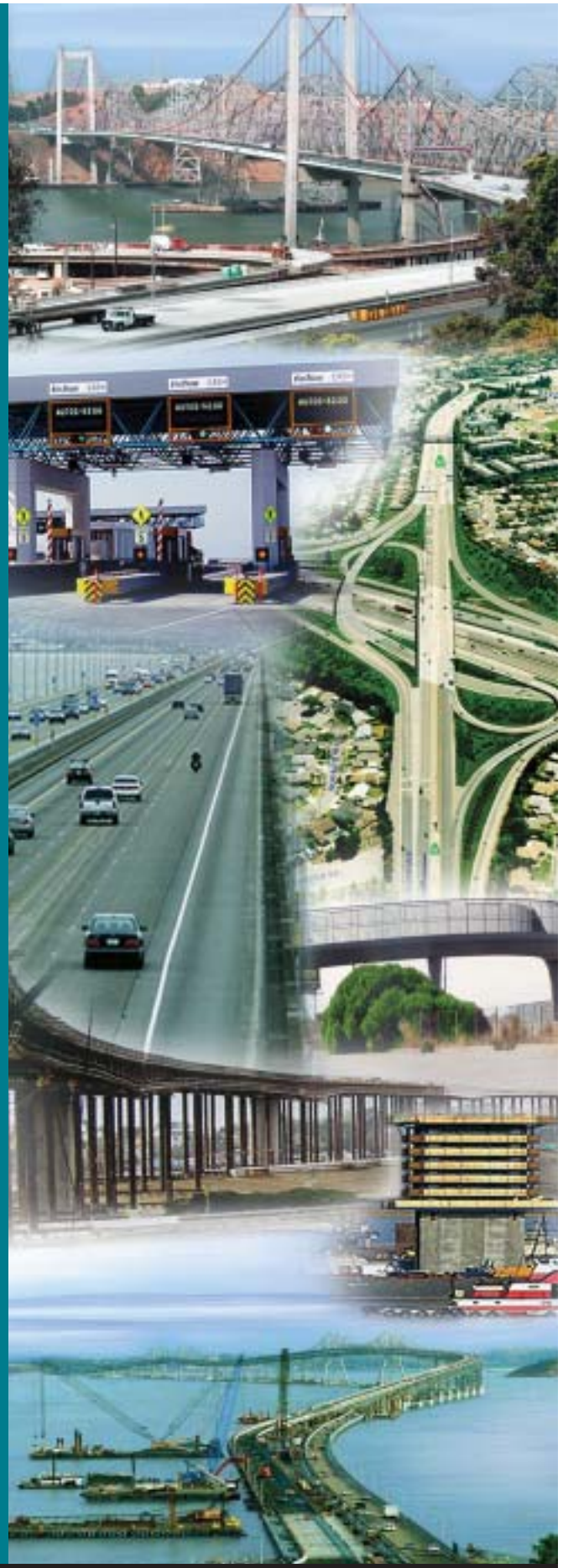
APRIL 2004 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released May 2004



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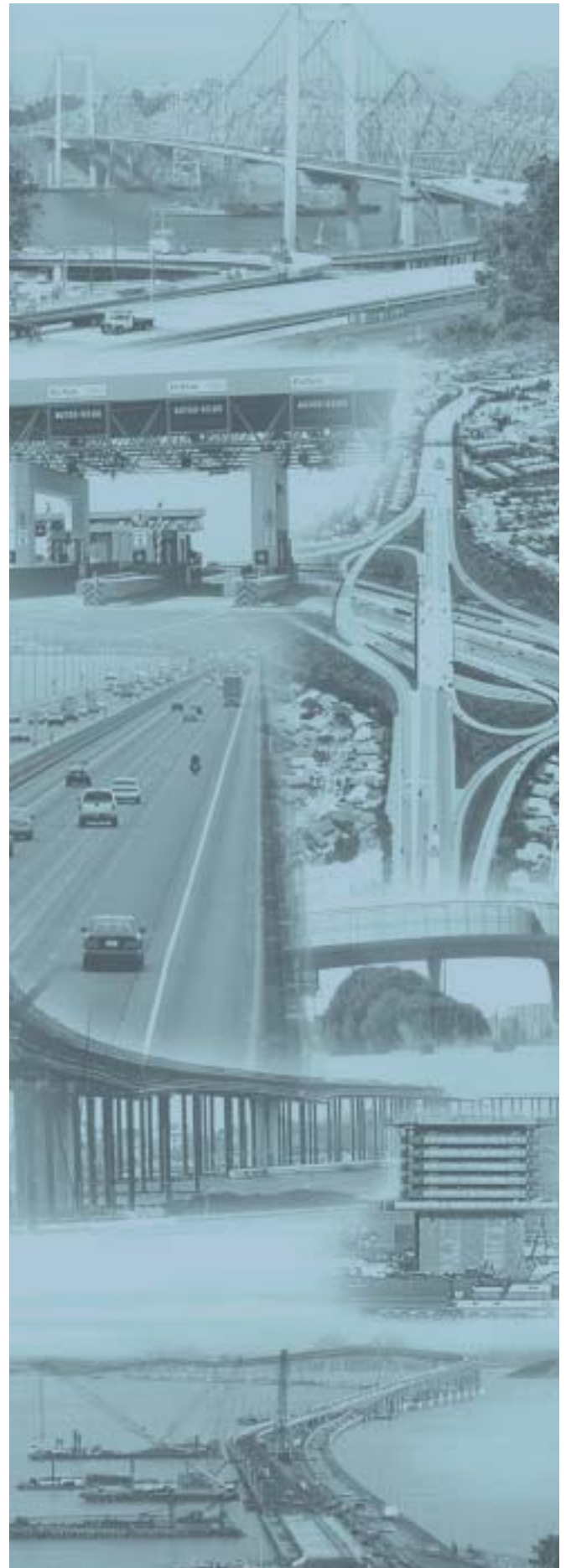
Prepared for
Metropolitan Transportation
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Bay Area Toll Authority

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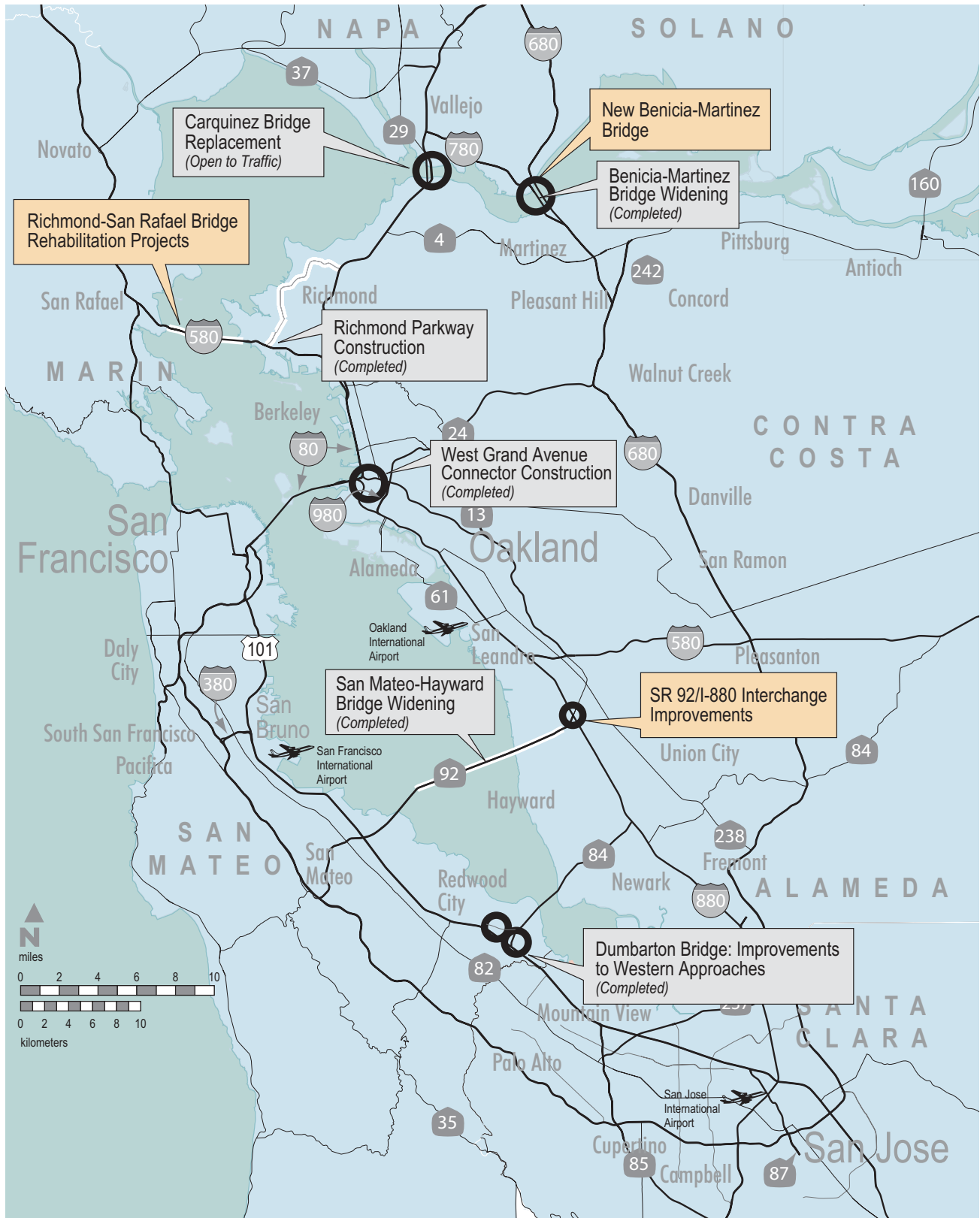
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



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REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (open to traffic)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening (completed).

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

Legend:







-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, superstructure construction continues on the Martinez side and foundation work continues in the strait. Superstructure deck concrete is in place from the south abutment to Pier 4. Rock sockets are complete at five of the twelve piers in the strait (three in deep water, two in shallow water). Rock socket installation is in progress at two shallow water piers (Piers 6 and 7). Pier 9 column concrete is at full height.
 - Additional costs and delay continue to be expected on this contract in regards to installation of rock sockets, modifications to the superstructure design, and additional support costs. Caltrans is working with the design engineers and the contractor to resolve the design/construction issues. Caltrans will report to BATA in May with a funds request.
 - On the I-680/I-780 interchange contract, foundation and concrete operations continue. On the I-780 to I-680 connector overpass, deck concrete is complete and the structure is prestressed from the east abutment to Bent 5. Rock sockets are complete for both the northbound and westbound Bents 18.
 - On the toll plaza contract, installation of the sensor for Fastrak and car counting is in progress. Prep work for the installation of the canopy frame is underway. On the Operations Building, mechanical and cabinetry installations continue, and electrical installation continues for the security, alarm, and closed circuit TV systems.
 - On the I-680/Marina Vista interchange contract, deck construction is complete for two of three sections southward from the north abutment to Bent 6 on the Mococo Overcrossing. Rebar for the superstructure stem and soffit concrete is in progress for the third (east) section. Stem and soffit concrete is also complete northward from the south abutment to Bent 3, and falsework construction continues from Bent 4 to Bent 6. On the northbound on-ramp from Marina Vista, Abutment 1 through Bent 7 columns are complete and falsework is in progress. A temporary on-ramp opened on April 23, 2004.
-
- The replacement bridge opened to traffic on November 11, 2003. Electrical work, and installation of seismic monitoring equipment and call boxes continue on the bridge. Concrete work is complete to enclose both south anchorage chambers. On the north approach, paving and barrier rail are complete from the toll plaza parking area to the new bridge approach. Pedestrian railing is complete on the north bike path.
 - The cost status code for the project is "yellow" due to construction claims and increasing support costs. Caltrans is reviewing these costs to determine funding impacts.
 - Construction completion of this contract is forecast for June 2004.
 - On the south approach and interchange contract, the I-80 Crockett Viaduct opened to traffic on November 11, 2003. The on-ramp from Crockett to westbound I-80 opened on December 9, 2003. Kendall and Vista Del Rio streets have been re-opened to traffic. The westbound off-ramp from the new bridge into Crockett was opened on April 22, 2004.
 - The new pedestrian/bicycle pathway is scheduled to open on Sunday, May 16, 2004.
-
- On the trestle replacement, demolition and pile installation continue eastward along the existing eastbound and westbound trestles. Interior pile installation, cleanout and concrete placement is complete and removal of the temporary trestle is in progress. On the westbound trestle, exterior pile installation has progressed to Bent 27 of 29 and pile caps are in place at Bents 1 through 24. Sixteen precast deck sections have been installed eastward from the west end. On the eastbound trestle, demolition and exterior pile installation continue eastward to Bent 14 of 37.
 - The cost and schedule status codes for the project are "yellow" while Caltrans reevaluates the scope and schedule of the deck rehabilitation contract. Additional scope will be added to this contract from the BATA Toll Bridge Rehabilitation Program. Rehabilitation of the deck cannot begin until completion of the bridge seismic work, currently forecast for 2005.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles are complete and fully operational. Caltrans has accepted the contract and is in the process of resolving claims and closing the contract. Although final settlement of outstanding claims may require utilization of project contingency, a project budget change is not anticipated.

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. FHWA is preparing a Record of Decision for the project pending resolution of public comment inquiries.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E has been achieved. One hundred percent PS&E is forecast for January 2005.
- Advance right of way acquisition (ROW) has started.
- Based on the delayed project delivery and the associated escalation cost, the status code for the project cost is "yellow." As the engineering design progresses, Bechtel will further review the cost estimates.

- On the Bayfront Expressway widening contract, the widened expressway officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- A follow-on contract has been awarded for environmental mitigation at the Ravenswood Triangle area. The work involves wetland reconstruction and habitat restoration for the salt-water harvest mouse.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Expended To Date (7/98 - 03/04)
Northern Bridge Group				
New Benicia-Martinez Bridge	586.0	652.8	1,057.8	444.4
Carquinez Bridge Replacement	433.2	479.8	499.8	428.6
Richmond-San Rafael Bridge Rehabilitation				
➤ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	26.6
➤ Deck Rehabilitation	53.4	53.4	53.4	0.3
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	3.9
SUBTOTAL - NBG	1,123.8	1,227.2	1,652.2	903.7
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
➤ Widening	203.6	217.5	217.5	195.7
➤ West Approach Replacement Planting	0.4	0.4	0.4	0.0
I-880/SR-92 Interchange Improvement	124.2	133.8	149.3	17.4
Dumbarton Bridge West Approach Projects				
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
➤ Bayfront Expressway (SR-84) Widening	33.8	36.0	36.0	32.3
SUBTOTAL - SBG	365.7	391.4	406.9	249.1
GRAND TOTAL	1,489.5	1,618.6	2,059.1	1,152.8

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SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Apr 2004)	New Facility Open to Traffic Forecast (Apr 2004)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	Oct 06 ²
Carquinez Bridge Replacement	Jan 03	Nov 03	Nov 03
Richmond-San Rafael Bridge Rehabilitation			
➤ West Trestle and Fender Rehabilitation ¹	Dec 04	Feb 05	Feb 05
➤ Deck Rehabilitation ¹	Sep 06	Jul 07	Dec 08
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
➤ Widening	Dec 02	Nov 02	Nov 02
➤ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09
Dumbarton Bridge West Approach Projects			
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
➤ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Jul 03	Jul 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² Completion of the Benicia-Martinez Bridge is expected to be delayed 24 months beyond the current schedule date of December 2004.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



I-780/I-680 Connector Overpass and I-680 Columns



Toll Plaza – Toll Booth Area



North End Foundation Work

Current Activities:

- On the new bridge contract, deck concrete is in place from the south abutment to Pier 4. Rock socket installation at Pier 13 was completed on April 14, 2004. Rock socket installation is in progress at Piers 6 and 7. A rotator platform is currently being installed at Pier 10. Precast footings for Piers 8 and 13 are complete at Mare Island. Further precasting of footings is on hold until the Pier 8 footing is installed.
- On the I-680/I-780 interchange contract, deck concrete is in place on the I-780/I-680 connector overpass from the east abutment to the west abutment. Falsework removal is complete from the east abutment to Bent 6. On the Benicia shoreline, pile/rock socket installation is complete for both Bents 18 (northbound and westbound). Column construction has started on westbound Bent 19. Roadwork has restarted after the rainy season on southbound I-680 from Bayshore Road south.
- On the toll plaza contract, installation of the treadle frames (the sensor for Fastrak and car counting), the bottom mat rebar and the in-slab conduit is underway. The first concrete pour is scheduled for early May. The steel frame for the canopy is being assembled. On the Operations Building, interior work in progress includes electrical wiring installation for lighting, security, and closed circuit TV systems, and plumbing installation on the lower and main floors. Cabinets are being installed in various rooms. The courtyard planting areas are backfilled.
- On the I-680/Marina Vista interchange contract, two of the three deck sections on the Mococo overcrossing are in place between the north abutment and Bent 6. Rebar installation is in progress for the superstructure stem and soffit concrete for the third of the three sections. Stem and soffit concrete is in place northward from the south abutment to Bent 3. On the northbound on-ramp to the bridge, all columns are complete and falsework is in progress. A temporary northbound on-ramp opened on April 23, 2004 to allow construction completion of the new northbound off-ramp at Marina Vista.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 - 03/04)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.7	
New Bridge	247.3	307.5	644.9	337.4	231.8	A
Toll Plaza and Administration Building	22.8	24.3	24.3	0.0	13.6	
I-680/Marina Vista Interchange	43.2	51.5	51.5	0.0	30.6	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	33.4	
Other Budgeted Capital	28.1	30.5	30.5	0.0	1.7	
Capital Outlay Support	78.2	105.0	155.6	50.6	96.8	A
Capital ROW	21.1	20.4	20.4	0.0	11.5	
Non-BATA Funding	0.0	31.0	31.0	0.0	18.4	
Project (BATA) Contingency	58.4	20.8	37.8	17.0		A
Project Total (a)	586.0	652.8	1,057.8	405.0	444.4	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Dec 04	Dec 06	+24	A
Toll Plaza and Administration Building	Feb 03	May 04	Jan 05	+8	
I-680/Marina Vista Interchange	Dec 03	Dec 04	Jan 05	+1	
I-680/I-780 Interchange	Dec 03	Jan 05	May 05	+4	
I-680/I-780 I/C Electrical Completion		Jan 05	Jun 05	+5	A
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Dec 06	July 08	+19	A
Project					
New Facility Open to Traffic	Jan 04	Dec 04	Oct 06	+22	A

NOTES	ACTION
A. In addition to the pile driving/fish takes mitigation, other significant cost and schedule impacts have been identified. These cost and schedule increases are associated with difficulty in driving the foundation piles to required tip elevation, installation of the foundation rock sockets below the pile tips, adjustments to the design of the superstructure, and additional support services. The total additional costs will exceed \$250 million, and construction completion of the new bridge is expected to be delayed 24 months beyond the current scheduled contract completion of December 2004.	Caltrans is evaluating the costs and schedule impacts and will submit its findings in May 2004. Caltrans is also in the process of submitting an update of the support budget which may require additional funds. BATA is evaluating strategies to fund the cost overrun.

CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge is being strengthened under Caltrans' seismic retrofit program; the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge



Pedestrian Path on Westbound Off-ramp

Project Photos



South Anchorages



Eastbound Off-ramp to Crockett

Current Activities:

- On the replacement bridge and north approach contract, traffic was directed onto the new bridge on November 11, 2003. Installation of call boxes and miscellaneous handrail continues on the bridge deck. On Towers 2 and 3, installation continues on stairs, electrical items, and earthquake monitoring instruments. Concrete operations are complete on both chambers of the south anchorage. On the north approach, asphalt paving for the new toll plaza parking area and the approach to the new bridge is complete. Handrail is installed for the north bike path. Handrail for the vista point is scheduled for delivery and installation in May 2004. Construction completion of the contract is forecast for June 2004.
- On the south approach and interchange contract, the on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Río Del Vista streets re-opened to traffic in early January 2004. Final striping and opening of the westbound on-ramp occurred on April 22, 2004. In preparation for the deck rehabilitation of the 1958 bridge, transition roadwork and asphalt paving are nearing completion for the temporary approach from the north end of the 1927 Bridge to the toll plaza. Construction completion of the contract is forecast for May 2004.
- Negotiations have been completed with C&H Sugar and Union Pacific RR to gain the access that is required to commence rehabilitation work on the eastbound approach to the 1958 Bridge. Caltrans is reviewing an estimate from the contractor on site to perform the rehabilitation work.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 - 03/04)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	245.2	245.2	0.0	238.2	A
South Approach and Interchange	116.0	73.9	73.9	0.0	62.8	A
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.9	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	10.8	-0.7	6.4	
Capital Outlay Support	43.7	108.4	121.2	12.8	103.8	A
Capital ROW	9.6	11.1	9.6	-1.5	9.6	
Project (BATA) Contingency	16.5	5.6	14.9	9.3		A
Project Total (a)	433.2	479.8	499.8	20.0	428.6	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
Replacement Bridge and North Approach	Dec 03	May 04	Jun 04	+1	
South Approach and Interchange (Phase 1)	Feb 03	Nov 03	Nov 03	0	Complete
South Approach and Interchange (Phase 2)		Oct 04	May 04	-5	
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Nov 03	Nov 03	0	

NOTES	ACTION
A. Based on current information, potential claims and additional support services costs may increase the total project cost by an additional \$20 million for a total project cost of \$500 million. Bechtel will assist in the review of potential claims and support cost increases on the project. The results of this review will be included in a future PMP report.	Caltrans is working with the contractors to properly evaluate these potential construction cost increases, and is in the process of submitting an update of the support budget, which may require additional funds.

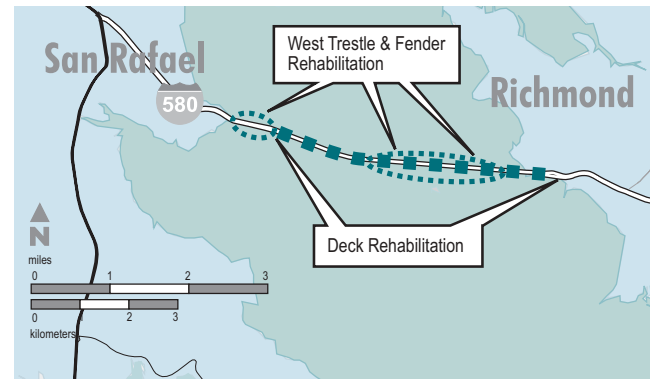
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

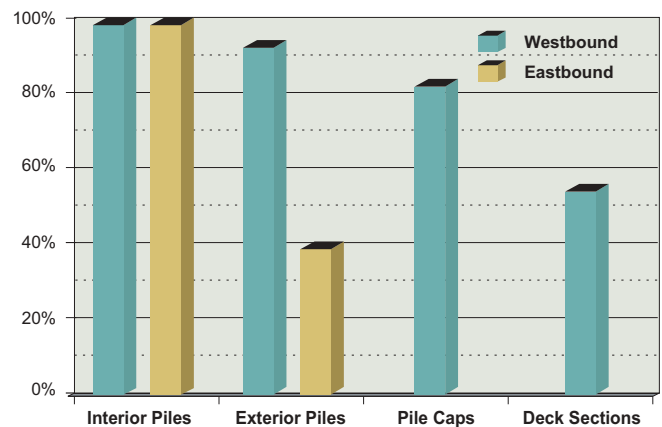
time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



New Westbound Trestle Sections



Trestle Progress

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet (867 meters) between Bents 1 and 29; the eastbound trestle, serving the lower deck, is 3,635 feet (1,108 meters) between Bents 1 and 37. The trestle replacement procedure consists of reducing lane width, demolishing an 8 feet (2 meters) linear section of interior bridge deck, installing a temporary interior work trestle, and installing interior sixty-six inch (1,680 mm) cast-in-drilled-hole (CIDH) piles at the mid-span of every other existing 50-foot (15 meter) deck section. When installation of the interior piles is advanced, a similar operation is repeated on the exterior, where a section of exterior bridge deck is removed and exterior piles are installed. After installation of the piles, pile caps are cast in place below the existing superstructure, on the new interior and exterior piles. Following pile cap construction, one trestle at a time is closed at night for superstructure replacement. During closure, two of the existing 50-foot (15 meter) sections are removed and replaced with one new 100-foot (30 meter) precast section.
- Construction continues from west to east on the existing eastbound and westbound trestles. Interior pile installation is complete and the interior trestle is being removed. On the westbound trestle, exterior pile installation has progressed to Bent 27. Pile caps have been installed from Bent 1 through Bent 24 and sixteen precast deck sections have been installed. On the eastbound trestle, demolition and exterior pile installation continue eastward to Bent 14.
- Caltrans is reviewing options to accelerate bridge rehabilitation by transferring work to the existing seismic retrofit contract.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 - 03/04)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	25.8	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	26.6	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	A
Capital Outlay Support	9.0	5.0	5.0	0.0	0.3	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	11.4	11.4	0.0		A
Subtotal	53.4	53.4	53.4	0.0	0.3	
Project Total (a)	98.8	88.8	88.8	0.0	26.8	
(a) Totals may be rounded						

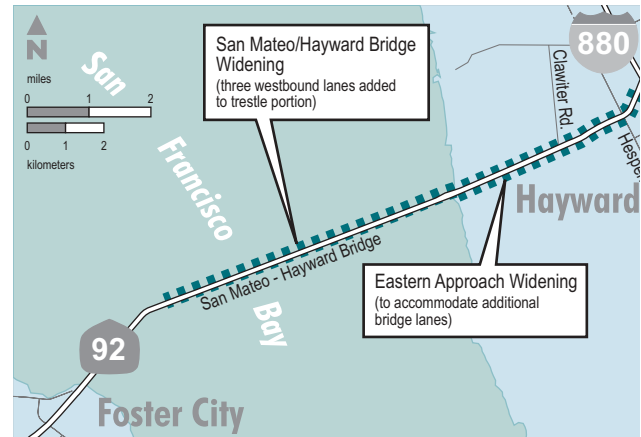
SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Feb 05	Feb 05	0	A
Deck Rehabilitation	Sep 06	Jul 07	Dec 08	+17	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. The deck rehabilitation will follow the completion of the retrofit project. Caltrans plans to add scope to the deck rehabilitation contract from the BATA Toll Bridge Rehabilitation Program for girder and truss span repairs. BATA expects the use of project contingency will be required to cover costs of escalation.	Caltrans is reviewing the cost forecast and the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Project Construction Progress and Photos



Trestle looking west



Mini Toll Plaza

Current Activities:

- On the bridge-widening contract, construction is complete and both trestles are open to traffic. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract and resolving claims on the project. Final settlement of outstanding claims may require utilization of project contingency.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

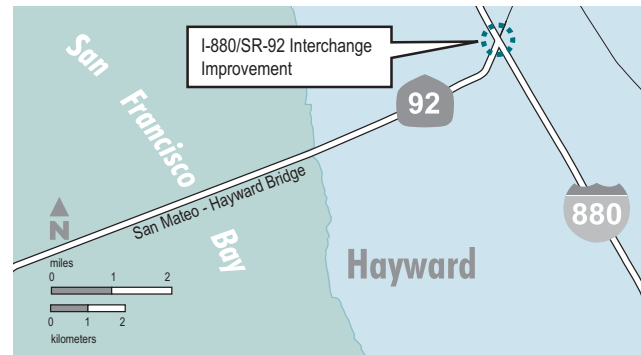
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 - 03/04)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	126.9	A
Widen Roadway	29.2	26.1	26.1	0.0	25.5	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	6.0	
Other Budgeted Capital	8.9	8.6	8.6	0.0	3.5	
Capital Outlay Support	15.5	40.1	40.1	0.0	33.3	
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	6.0	6.0	0.0		A
Subtotal	203.6	217.5	217.5	0.0	195.7	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.4	0.4	0.4	0.0	0.0	
Project Total (a)	204.0	217.9	217.9	0.0	195.7	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		Complete

NOTES	ACTION
A. Final settlement of outstanding claims may require utilization of project contingency.	Caltrans is currently working with the contractor to resolve outstanding claims

I-880/SR-92 INTERCHANGE IMPROVEMENT

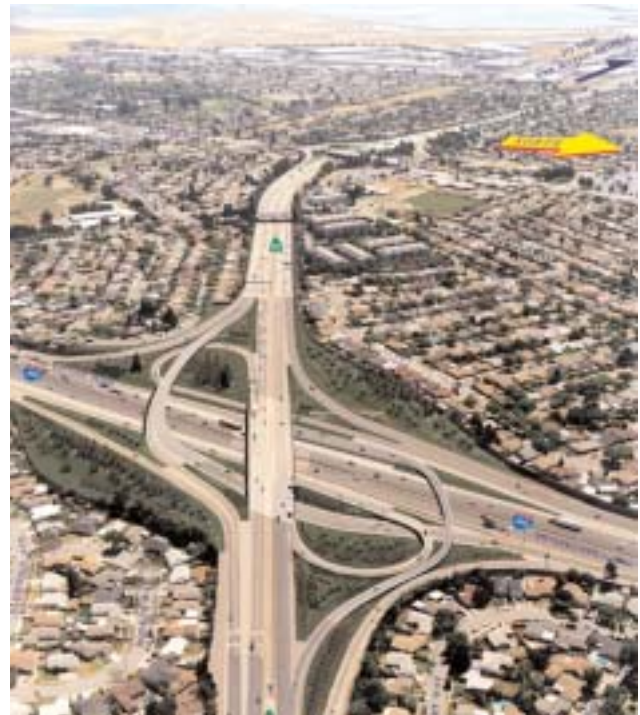
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. FHWA is preparing a Record of Decision for the project, pending resolution of public comment inquiries.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is forecast for January 2005.
- Advance right of way acquisition (ROW) has started.
- Based on the delayed project delivery and the associated escalation cost, the status code for the project cost is "yellow". As the engineering design progresses, Bechtel will further review the cost estimates.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 – 03/04)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	85.2	85.2	0.0	0.0	A
Capital Outlay Support	20.8	24.1	33.0	8.9	17.4	B
Capital ROW	8.0	9.9	9.9	0.0	0.0	
Non-BATA Funding	0.0	9.6	9.6	0.0		
Project (BATA) Contingency	25.1	5.1	11.6	6.6		A
Project Total (a)	124.2	133.8	149.3	15.5	17.4	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09	0	
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Jun 09	0	

NOTES	ACTION
A. Due to the delayed delivery of the project, additional funds may be necessary for escalation. Bechtel has forecast a potential project increase of \$15 million, resulting in a total project cost of \$150 million.	BATA is in the process of preparing a check estimate based on 65% engineering design.
B. The delayed delivery of the project has lengthened the support involvement on the project.	Caltrans is currently in the process of submitting an update of the support budget which may require additional funds.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



Project Photos



Bayfront at Willow Westbound



Bayfront at University Eastbound

Current Activities:

- The Bayfront Expressway (SR-84) widening contract was officially opened to traffic on July 29, 2003. Punch list items have been completed and new traffic lights are operational at all intersections. Caltrans accepted the contract on January 15, 2004.
- A follow-on contract has been awarded at the Ravenswood Triangle for wetland reconstruction and habitat restoration for the salt-water harvest mouse.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Apr 2004)	Current Forecast (Apr 2004)	Variance	Expended to Date (7/98 - 03/04)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.5	26.5	0.0	24.4	
Capital Outlay Support	4.4	8.7	8.6	-0.1	7.8	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project Contingency (BATA)	3.3	0.6	0.8	0.1		
Subtotal	33.8	36.0	36.0	0.0	32.3	
Project Total (a)	37.6	39.8	39.8	0.0	36.0	
(a) Totals may be rounded						

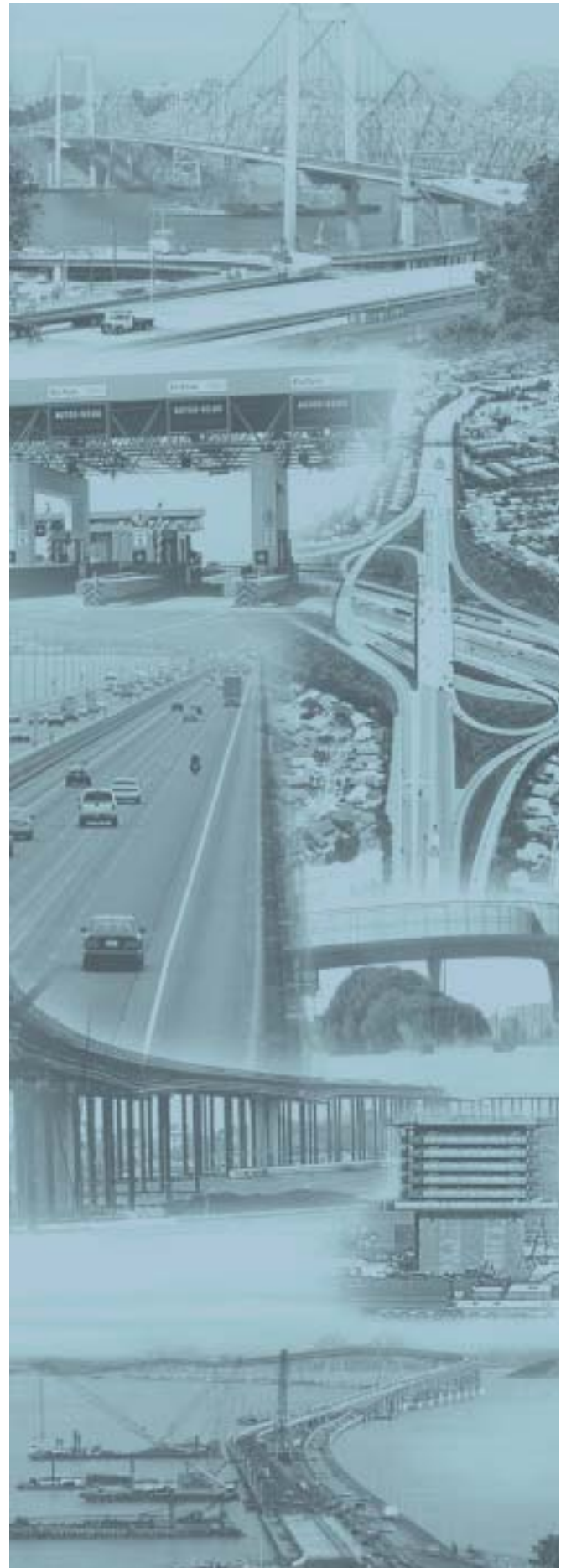
SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2004)	Forecast (Apr 2004)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Jan 04	Jan 04	0	Complete
Project					
New Facility Open to Traffic	Mar 03	Jul 03	Jul 03	0	Complete
NOTES			ACTION		

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.
06/2003	Current Budget for the Bayfront Widening project revised by BATA.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2004
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule (Days)
New Bridge 04-006034	30.0	Bearing Test Criteria Changes – New Special Provision	C	44.5	
	80.3	Rock Sockets at Pier 8 and 16 – Additional Funds	C	6,000.0	
Subtotal				6,044.5	
Toll Plaza 04-006044	34.0	Revised Toll Plaza Glazing	C	-22.9	
	45.1	Modify Bents 1 through 4	C	298.0	
	53.0	NOPC 2 Resolution – Structural Backfill	C	544.5	
	64.0	East & West Elevator Guide Rail Supports	C	6.3	
	75.0	NOPC 16 Resolution – Storage Costs	C	28.3	
Subtotal				854.2	
MV/680 Interchange 04-006054		No Approved Change Orders for April 2004			
Subtotal					
680/780 Interchange 04-006064	6.2	Utility and Non-Highway Facilities	C	39.6	
	24.0	Exit Sign Numbering	C	205.5	
Subtotal				245.1	
South Approach 04-006094		Contract is Complete			
Totals for Apr 2004				7,143.8	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR APRIL 2004
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	98	Maintenance Traveler Trolley Motors & Brakes	C	367.1	
	112	Vista Point Modifications (walls,concrete,paving)	C	133.1	
	129.0	Intermediate Conduit Support	C	19.5	
	131.0	Replace Railing with Chain Link Fencing	C	(7.5)	
	134.0	Electrical Board Tread Platforms	C	14.9	
	139.0	Tower Access Platform Modification	C	42.4	
	151.0	Remedial Work at Green Joints	C	186.8	
	156.0	Unsuitable Material – North Roadway	C	30.0	
	157.0	Wing Tongue Bearings	C	44.6	
	158.0	Security System Testing	C	5.2	
	159.0	Venture Idle Equipment – Trinidad Asphalt Delay	C	18.2	
	160.0	Sign Structure B Relocation	C	16.7	
Subtotal				871.6	
Crockett Interchange 04-013054		No Approved Change Orders for April 2004.			
Subtotal					
Maintenance Facility 04-013084		Contract is complete			
Subtotal					
Totals for Apr 2004				871.6	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Apr-04	Current Forecast Apr-04	Net Change	Expended ¹ to Date (7/98 – 03/04)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	3.7	3.6	0.0	3.6	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.2	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.7	
Total South Approach		16.5	18.4	18.4	0.0	17.5	
New Bridge							
Capital Outlay Support	00603x	31.9	42.3	84.9	42.7	43.9	
Capital Right of Way	006039	4.1	8.4	8.4	0.0	0.9	
Capital Outlay	006034	247.3	307.5	644.9	337.4	231.8	
Non-BATA Funding		0.0	10.1	10.1	0.0	6.1	
Total New Bridge		283.3	368.3	748.4	380.0	282.6	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	10.8	11.9	1.1	10.4	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	24.3	24.3	0.0	13.6	
Total Toll Plaza & Admin.		29.1	35.2	36.2	1.1	24.0	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	15.7	18.2	2.5	14.9	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	2.0	
Capital Outlay	006054	43.2	51.5	51.5	0.0	30.6	
Total I-680/MV I/C		61.4	69.2	71.7	2.5	47.4	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	25.1	24.8	-0.2	20.0	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4	
Capital Outlay	006064	80.8	54.7	54.7	0.0	33.4	
Non-BATA Funding		0.0	20.9	20.9	0.0	12.4	
Total I-680/I-780 I/C		101.2	102.4	102.2	-0.2	67.2	

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Apr-04	Current Forecast Apr-04	Net Change	Expended to Date (7/98 – 03/04)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.5	12.1	4.6	4.0	
Capital Right of Way		0.9	0.5	0.5	0.0	0.0	
Capital Outlay		28.1	30.5	30.5	0.0	1.7	
Total Other Budgeted Capital		36.1	38.5	43.1	4.6	5.7	
Total Capital Outlay Support		78.2	105.0	155.6	50.6	96.8	
Total Capital Right of Way		21.1	20.4	20.4	0.0	11.5	
Total Capital Outlay		428.2	475.6	813.0	337.4	317.7	
Non-BATA Funding		0.0	31.0	31.0	0.0	18.4	
Project Contingency (BATA)		58.4	20.8	37.8	17.0		
Total New Benicia-Martinez Bridge		586.0	652.8	1,057.8	405.0	444.4	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge and North Approach							(b)
Capital Outlay Support	01301x	17.7	64.7	66.8	2.1	64.5	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	245.2	245.2	0.0	238.2	
Total Replacement Bridge and North Approach		234.4	312.9	315.0	2.1	306.0	
South Approach and Interchange							(c)
Capital Outlay Support	01305x	22.7	32.1	31.5	-0.6	30.2	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.9	
Capital Outlay	013054	116.0	73.9	73.9	0.0	62.8	
Total South Approach & I/C		143.7	110.9	110.3	-0.6	97.8	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.7	5.1	0.3	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	7.9	
Total Maintenance Facility Ph I & II		9.3	14.5	14.8	0.3	13.7	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	5.2	16.0	10.9	3.5	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	21.2	32.0	10.9	3.5	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060E*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Apr-04	Current Forecast Apr-04	Net Change	Expended to Date (7/98 – 03/04)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	1.7	1.8	0.1	1.3	
Capital Right of Way		0.0	1.5	0.0	-1.5	0.0	
Capital Outlay		10.6	11.5	10.8	-0.7	6.4	
Total Other Budgeted Capital		11.2	14.7	12.7	-2.1	7.6	
Total Capital Outlay Support		43.7	108.4	121.2	12.8	103.8	
Total Capital Right of Way		9.6	11.1	9.6	-1.5	9.6	
Total Capital Outlay		363.3	354.7	354.0	-0.7	315.2	
Project (BATA) Contingency		16.5	5.6	14.9	9.3		
Total Carquinez Bridge		433.2	479.8	499.8	20.0	428.6	
Project 4003 - Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
							(f)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0	25.8	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – West Trestle and Fender Rehabilitation		45.4	35.4	35.4	0.0	26.6	
Project 4002 - Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.3	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Rehab		53.4	53.4	53.4	0.0	0.3	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	3.9	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	3.9	
Total Northern Bridge Group		1,123.9	1,227.2	1,652.2	425.0	903.7	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Apr-04	Current Forecast Apr-04	Net Change	Expended to Date (7/98 – 03/04)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	22.8	22.8	0.0	20.9	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	126.9	
Total Widen Trestle		132.7	151.7	151.7	0.0	147.8	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.5	
Total Widen Roadway		34.5	32.1	32.1	0.0	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	6.0	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	8.4	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.5	7.5	0.0	4.1	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	3.5	
Total Other Budgeted Capital		11.0	17.6	17.6	0.0	8.1	
Total Capital Outlay Support		15.5	40.1	40.1	0.0	33.3	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.9	169.9	0.0	161.8	
Project (BATA) Contingency		19.3	6.0	6.0	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	195.7	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge West Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Apr-04	Current Forecast Apr-04	Net Change	Expended to Date (7/98 – 03/04)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	33.0	8.9	17.4	
Capital Right of Way	233179	8.0	9.9	9.9	0.0	0.0	
Capital Outlay	233174	70.3	85.2	85.2	0.0	0.0	
Non-BATA Funding		0.0	9.6	9.6	0.0		
Project (BATA) Contingency		25.1	5.1	11.6	6.6		
Total I-880/SR-92 I/C Improvement		124.2	133.8	149.3	15.5	17.4	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Avenue		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	8.7	8.6	-0.1	7.8	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.5	26.5	0.0	24.4	
Project (BATA) Contingency		3.3	0.6	0.8	0.1		
Total Bayfront Expressway (SR-84)		33.8	36.0	36.0	0.0	32.3	
Total Southern Bridge Group		365.7	391.4	406.9	15.5	249.1	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.

PHOTOS



Benicia Bridge: Foundation Work on North Side



Benicia Bridge: Toll Plaza Courtyard



Benicia Bridge: I-780/I-680 Connector Overpass



Benicia Bridge: I-780/I-680 Connector Overpass – Deck Reinforcing Steel



Benicia Bridge: Marina Vista I/C – Northbound On-ramp Formwork



Benicia Bridge: Marina Vista I/C – Superstructure Construction

PHOTOS



Richmond-San Rafael Bridge: Trestle Work



Richmond-San Rafael Bridge: Demolition on Eastbound Trestle



Carquinez Bridge: North Approach



Carquinez Bridge: Crockett On- and Off-ramps



Carquinez Bridge: Temporary Paving – 1927 Bridge to Toll Plaza



Carquinez Bridge: Temporary Paving – Toll Plaza to 1927 Bridge